[Mr. M. N. Narayana Menon.]

ഭരണസംപ്രദായങ്ങളെ തിരുമനസ്സുകൊണ്ടു അവലോകനം ചെയ്തതിരിച്ചെഴുന്നള്ളുന്ന ഈ സന്ദർഭത്തിൽ അവിടുത്തെ ഭരണകാലത്തു പ്രജാസമുദായത്തിനു സകലവിധമായ ഐശ്വര്യങ്ങളും ക്ഷേമതലായഭരണസമ്പ്രദായവും ഉണ്ടാകുമെന്നുള്ളതിനു സംശയമില്ല. തിരുമനസ്സിലേക്കും മറ്റു രാജകുടുംബാംഗങ്ങൾക്കും സാനന്ദം സവിനയം സ്വാഗതം അരുളുകയും സകലമംഗളങ്ങളും ആശംസിക്കയും, ആയുരാരോഗ്യ സൌഖ്യത്തെ പ്രാർത്ഥനം ചെയ്യണം എന്നു സവിശേഷം നോട്ടു പ്രാർത്ഥിക്കയും ചെയ്തുകൊള്ളുന്നു.

MR. K. GEORGE : On behalf of the official members of this House, I have very great pleasure to support this motion.

PRESIDENT : The motion before the House is—

"That this Council most respectfully offers its cordial and loyal greeting to His Most Gracious Highness the Maha Raja on his return to this State after his European tour."

The motion was *unanimously* carried.

PRESIDENT : I shall have very great pleasure in conveying it to His Highness.

VOTING OF DEMANDS FOR GRANTS

DEMAND X—PUBLIC WORKS DEPARTMENT,—(*contd.*)

PRESIDENT The House was discussing the demand for the Public Works Department, on Mr. Narayana Pillai's motion to omit the allotment. There is still three-quarters of an hour to go for this discussion.

MR. K. MADHAVAN PILLAI (*Trivandrum*): Sir, I desire to voice some popular grievances in regard to public works.

It was the practice, or, it is the practice, for side drains on either side of roads to be allowed to empty themselves into irrigation tanks and thereby silt them up. It has become almost a universal practice.

Another matter which I should like to draw the attention of the Chief Engineer is this. In constructing new roads, there have been instances in the past—perhaps there will be instances in the future also—of roads separating irrigation tanks from the area intended to be irrigated by the tanks. This has to be carefully avoided, because the fields concerned do not get water from irrigation tanks separated by these roads.

Another matter, which also perhaps is due to oversight on the part of the authorities of the Public Works Department, is the practice of deepening and broadening upper reaches of irrigation channels leaving the narrow lower portions shallow and blocked up in many places making it impossible for the larger volume of water to discharge itself into lakes or the sea.

A prominent instance of this form of oversight is Thettiyar in the Trivandrum taluk. During the last six years or so I have been endeavouring to draw attention to this mistake and replies got from the

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Government benches were that the matter was under investigation. They have been investigating for the last six years and the result is that on account of the narrowness of the lower portion of this channel being unable to discharge the volume of water from above, breaches have occurred in numerous places. There was also a costly bridge built about two years ago. Even this bridge, built across the narrow portion of this channel, has been washed by the floods of this year and if the lower portion of the channel had also been deepened and widened and the water coming from above was allowed to flow more easily into the Veli like, this damage to the bridge would not have occurred. But now on account of breaches in the banks of the canal the paddy fields are silted up and are lying unfit for cultivation. This could have been avoided if the D. P. W. were originally careful or at least if they had taken note of the mistake they had committed and endeavoured to repair it.

Another thing to which I would like to draw the attention of Government is the old old story of minor irrigation. I think, Sir, there is a clear lack of perception as regards the importance of minor irrigation in this country. While on communications nearly 70 per cent. of the whole allotment is expended, even the year before the last they were able to spend only Rs. 91,000 on minor irrigation. This shows clearly that the authorities have not understood the importance that minor irrigation plays in the food production of this country. I admit that a committee has been at work and it has submitted its report. Government were considering this report from 7th December 1931 and I am afraid their attention is so intensely fastened on it that the scheme has not emerged from the consideration stage. Sir, in this country there are about 26 lakhs of acres of land under cultivation. Out of these six lakhs are paddy lands and the Census Commissioner estimates the value of these six lakhs of acres at about 52 crores of rupees and the remaining three-fourths only costs about ninety crores. From these paddy lands we get more than fifty per cent. of the ayacut revenue and from these paddy lands we produce rice to the value of from 4 to 5 crores of rupees annually and about 13 lakhs of people, I think, are in some way or other concerned with paddy cultivation. This shows how important the problem is so far as this country is concerned. The committee has sat and reported and yet Government have not taken any steps—in fact they have taken no steps to give effect to the recommendations of the committee. Mr. Westerdale has submitted a very exhaustive report and has shown a clear grasp of the difficulties of the ryot and also exhibited his great sympathy for them. I think he is entitled to the gratitude of the country for that masterly report that he has taken infinite pains to produce.

Sir, there is a tendency to believe that there is no urgency about minor irrigation works. About 11 or 12 years ago a committee was appointed to investigate the conditions of minor irrigation in the Trivandrum Taluk. It sat and reported that at least within four years the neglected minor irrigation works must be fully restored but no action was

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[Mr. K. Madhavan Pillai.]

taken at all. Subsequently three proposals were received by Government, one from the Land Revenue Commissioner, one from the Chief Engineer and one from the Director of Agriculture. They were regarded as not being sufficiently comprehensive and the Westerdale Committee was appointed. This committee went into the whole question and have submitted their report. I shall read to you, Sir, what Mr. Westerdale himself says about the urgency of this matter. He says:

> "The longer you leave the tanks neglected the more money you will have to spend. We cannot but regard with apprehension the consequences of the continued neglect of these useful works, and the fact that the incentives which in former times induced proprietors to construct, improve and maintain them appear now to be inoperative. Money spent on restoration is likely to yield in the aggregate as good, if not better results than an equal amount spent on the construction of new works."

It is generally the word "minor" that seems to blind the people to the real significance of the thing. Mr. Westerdale says:

> "These works, though mostly minor when considered individually, assume the importance of major works when considered collectively."

Sir, I need not dilate upon this fact except to point out that if these minor irrigation works continue to be neglected, paddy cultivation in the country will be in danger. If three and four crores of rupees worth of paddy could be produced even now without irrigational facilities it stands to reason that under better conditions we will be able to produce more than ten crores of rupees worth of paddy. The problem is very urgent. Paddy lands are being rapidly converted into garden lands for the reason that irrigation facilities do not exist. It is therefore a very urgent matter and I entreat Government with all the emphasis at my command to take up the matter earnestly and do all that is possible to be done.

Sir, Mr. Westerdale said that the co-operation required of the agriculturists is not forthcoming. It is true. We find that land is so minutely subdivided and fragmented and that the value of lands has so far fallen and also that land is so rapidly changing hands from agriculturist to non-agriculturist that interest in paddy cultivation has practically ceased. This is the danger. The question we have to consider is whether we should be prepared to allow these paddy fields to be converted into garden lands. Of course, there may be differences of opinion. Some may say that commercial products which will bring better prices might be cultivated in preference to paddy. But I believe, Sir, that it is much better that we depend on ourselves as far as possible and produce our own supply of food. A former Viceroy said that a nation or a country that depends upon another for its food supply has sold its self-respect. That is going to be our position. People might point to England But they forget the English Navy. We might be in difficulties as we had been during the Great War when we had to import rice into this country. I hope that all these facts will be considered by Government.

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MR. KATTIYATTU SIVARAMA PANICKAR (*Vaikam cum Shertallai*) : In supporting this motion I have to say that this is the only demand for which a grant will not be grudged by the accredited representatives of the people. This is because the amount sanctioned under this item goes a great way towards improving the means of communication in the country. But while the amount budgeted under other departments is proportionately on the increase year after year I regret to find that the amount under the Public Works Department is on the decrease. While out of the Rs. 30,00,000 that is allotted for this year only 25 lakhs are available for public utility; even out of these 25 lakhs a careful examination will tell us that only Rs. 73,000 is allotted for new roads. By way of the road development fund the revised estimate for last year, I mean 1108, shows an amount almost equal to Rs. 2½ lakhs. Even if the amount allotted for works in progress and the Rs. 73,000 allotted for new roads are added together, it is much less than the amount that is derived out of the road development fund. Sir, this is a sorry state of affairs. Whereas every representative of every taluk is crying for new roads, new canals, and new means of communication, the amount sanctioned under this head is very very unsatisfactory. I therefore wish to bring to the notice of this House as also the Government to see that more funds are allotted under this item every year. Again, it is after several discussions in this House, after repeated representations, petitions and deputations that we get a new road. And when once the work of a new road has been started it is left out of consideration for years to come. It has been so in my constituency of Shertallai and Vaikam. For more than fifty or sixty years the people of Shertallai have been representing their grievances towards the construction of some important means of communication in that taluk. And due to the clemency of the benign Government and the consideration that was bestowed by the late lamented Mr. M. E. Watts we are given a trunk road from the southern extremity of Shertallai to the northern boundary. After that the Government seems to have forgotten that there is need for further roads in Shertallai taluk. Although at that time there were other roads also sanctioned in Shertallai, no more money has been budgeted afterwards. Gravels have been spread. People who used to walk on smooth sandy soil now find it very difficult to walk along the rough rocky track. Half the amount that is allotted has almost been spent and still it is quite useless. Similarly it is the case with regard to Vaikam-Vechur road. Much money has been spent on this road too. Still it is not complete. It is all bad economy, a sheer waste. All the money that has been spent upon it has been a waste. Why is all this, Sir? It is because the department lacks method and a system. It has no consistent policy. They do not know where to begin and where to end. This will not do. There must be a definite policy to be pursued. The important means of communication must be thought of first, and where to begin must be considered next and when once begun, for efficiency and for economy, it is absolutely necessary that roads or communications, or for that matter any work taken up by the department, are finished to the very end.

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MR. P. PADMANABHAN TAMPI: May I know from the member whether there was a proposal to open a canal at Shertallai?

MR. KATTIYATTU SIVARAMA PANICKAR: Yes, there was. That is another instance. So much money was spent on the canal and now Government have decided that the canal is not necessary.

MR. P. PADMANABHAN TAMPI: May I know from the member how many times it was ordered to be closed?

MR. KATTIYATTU SIVARAMA PANICKAR: I think three or four times it was ordered to be opened and as many times to be closed.

MR. P. PADMANABHAN TAMPI: May I know from the member the cost incurred by the Government in ordering to close it and then opening it and then abandoning it?

MR. KATTIYATTU SIVARAMA PANICKAR: I can only say that the cost incurred is huge and that it is a striking example to show that the department lacks in a consistent policy.

Out of the amount that is allotted for buildings, I am very sorry to find that only a sum of Rs. 6,000 is allotted for the construction of school buildings. This is also very regrettable.

MR. P. PADMANABHAN TAMPI: May I ask whether the member knows that the people of Tuckalai have deposited with Government half the cost for the construction of a High School?

MR. KATTIYATTU SIVARAMA PANICKAR: I think the people of Shencotta have deposited the whole amount. In Shertallai the people have deposited half the amount. I plead for school buildings in general. I was not pleading for anything special. The Vernacular School buildings are constructed in a very shabby manner. The Chief Engineer whenever possible should inspect these schools in company with the Director of Public Instruction, and arrange to prepare plans and estimates so that a better and a fairer share of the building allotments may be given for school houses. There are several other things which I wish to say, but I know that there are other members who want to speak. So I do not want to take up any more time. I support the motion.

MR. P. PADMANABHAN TAMPI: Sir, I support the motion of Mr. Kallur Narayana Pillai. In doing so I have only to endorse the views of Dr. Madhavan Pillai in regard to minor irrigation. Though the Minor Irrigation Committee recommended the allotment of Rs. 5 lakhs we are sorry to find that that has not been allotted by Government.

The policy pursued in regard to the construction and maintenance of roads is another matter to which I want to refer. It is heart-rendering to hear that in Travancore while fifty thousand rupees is spent for cementing one mile of main road in Trivandrum, the small request of the agriculturists for the closing of minor breaches are not attended to by Government. There were breaches in Kuzhiturai near Muthukummel, Kottaram and Amase Ealas. These have not been attended

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to. It will be interesting to know what endorsement we get when we apply for these works being done by the P. W. D. This is the kind of endorsement given "Petition from the inhabitants of Muthukummel pakuthi. They are informed that the repairs should be attended to by them at their own cost." It will be very hard if these petty works for the closing of breaches are not attended to and the poor agriculturists at this time of economic depression are asked to close the breaches at their own cost. Even in the Vilavankod taluk only half of the amount allotted is spent by Government.

MR. KOMILEZHATHU SANKARAN: May I ask the member whether he is not aware of the fact that the taluk of Kalkulam has something like one hundred and one miles of road?

MR. P. PADMANABHAN TAMPI: Yes, the member will understand that the total tax paid by Kalkulam and the rate of tax are higher than in any northern taluk.

MR. KOMILEZHATHU SANKARAN: May I know whether the member is not aware of the fact that his constituency has got 232 miles of roads?

MR. P. PADMANABHAN TAMPI: That is because communications in south Travancore can be made only through roads and not by canals. Government have been doing this more than 25 or 30 years ago.

MR. KOMILEZHATHU SANKARAN: May I know from the member whether he is not aware of the fact that in central Travancore there are neither roads nor canals? May I ask further whether he has got any idea of the amount spent for opening roads in Karunagapalli, Mavelikara and Kartikapalli taluks?

MR. P. PADMANABHAN TAMPI: Yes.

MR. KOMILEZHATHU SANKARAN: What is his idea of the amount spent?

MR. P. PADMANABHAN TAMPI: A large sum is being spent, but I have not got it at my fingers' ends.....

MR. KOMILEZHATHU SANKARAN: May I ask the member.....

PRESIDENT: Members who ask questions will please allow the member, who is in possession of the House, to finish a sentence.

MR. KOMILEZHATHU SANKARAN: May I ask the member whether he will be pleased to refer me to the pages of any records from where I can get the information that a big amount has been spent for Karunagapalli, Mavelikara and Kartikapalli?

MR P. PADMANABHAN TAMPI: I think the member is mistaken. The member can himself refer to the pages of the budget and other records and find out the actual amounts spent

MR. KOMILEZHATHU SANKARAN: May I know whether the member does not remember the statement made by him in this House that a very large amount has been spent in central Travancore?

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MR. P. PADMANABHAN TAMPI: I never said that. I was speaking about the large amount spent for concrete roads.

MR. S. PIRAVIPERUMAL PILLAI: May I ask the member whether the roads in his constituency run from north to south or east to west?

MR. P. PADMANABHAN TAMPI: Some are towards north and some are towards west.

MR. KOCHIKAL P. BALAKRISHNAN TAMPI: Is the member aware of the fact that there is a complaint from north Travancore that a large share of the allotment is spent in the south? Does he not think that it comes with very bad grace from a south Travancorean to say that more money is spent in the north?

MR. P. PADMANABHAN TAMPI: They have been saying that without knowing the actual conditions of south Travancore, without knowing the actual position of the rate-payers in south Travancore, and whether they are in need of communications or not. The south Travancore ryots are paying heavy taxes and therefore their grievances should be considered first. With these remarks I support the motion.

MR. K. N. KESAVAN NAMPUTIRIPAD (*Jenmies*): Sir, in supporting this motion I also wish to speak a few words. It seems to me that several of the members in this House are not in favour of big amounts being spent on roads and buildings in the Capital. I beg to differ from them. Sir, the Capital of the State should be kept in as beautiful a condition as possible. It should be made as attractive as possible.

MR. KOCHIKAL P. BALAKRISHNAN TAMPI: Is the member a permanent resident of Trivandrum, the Capital?

MR. K. N. KESAVAN NAMPUTIRIPAD: Not a permanent resident. I reside here occasionally. It should be made as attractive as possible by stately buildings, beautiful roads and other modern attractions. At present the Capital is lacking in several conveniences and comforts of a modern city. Sir, men devoid of aesthetic taste may regard money thus spent as luxury or as wastage. But if the town is made more beautiful, I am sure, that tourists from outside would come here and thus we can realise a good amount of the money spent.

MR. KOCHIKAL P. BALAKRISHNAN TAMPI: Is the member aware that aesthetics is no substitute for bread?

MR. K. N. KESAVAN NAMPUTIRIPAD: Sir, in the matter of communications Government should pay more attention to the needs of the people in the mofussil also. It is a disgrace to Government that even though large sums of money are being spent on roads and bridges and canals, there remain yet a large number of rivers to be bridged, roads to be constructed and canals to be opened. There should be a net-work of roads and canals throughout the State. Sir, some members expressed the opinion that provincial necessities should not be brought to the notice of this House. I also quite agree with them. But certain matters are of such importance and magnitude that they go beyond the narrow limits of a taluk or a division, and affect the State as a whole. I would like to speak of the subject which is of such great importance,

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To the unimaginative, it may seem wild and fantastic. Sir, a road from Alleppey to Changanachery is a necessity, a desideratum. The distance from Alleppey to Changanachery through water route is 20 miles and the journey is very tedious; it takes three or four hours to go from one place to another. The actual distance from Alleppey to Changanachery is only 8 miles, and a road as the crow flies would bring the towns within easy reach. At present if anybody wants to go to Alleppey either from Kottayam or from Changanachery by motor car he will have to cover a distance of 50 or 60 miles. And if a road is opened he can reach within a few minutes. The importance of Changanachery is growing day by day. The proposed extension of electricity to Changanachery will add to its importance as a commercial centre also. Therefore, from the stand point of commerce it is highly necessary that such a scheme should be launched as early as possible. In this connection, I beg to bring to the notice of the Government the urgent necessity for opening the Kuttipuzha canal in Changanachery. No member from Changanachery either in the Assembly or Council has left this topic unspoken. I understand that a few years ago when this matter was pressed Government made a show of some attempt in this direction. By the opening of this canal vast areas of fields in Changanachery as well as Tiruvalla would be rendered more fertile. Therefore I draw the attention of Government to these two topics.

MR. L. H. JACOB: Sir, several matters of policy and local needs were referred to in this House at some length. It is rather difficult for me, who has only taken charge of the department recently, to reply to all of them. I can assure the House that all the suggestions that have been made will be carefully considered.

I would first deal with Mr. Narayana Pillai's specific motion with regard to the appointment of a Drainage Engineer. Though the drainage problem is more or less allied to water-works, it is however a very different matter. We have to consider very carefully all the problems that may arise in regard to the disposal of drainage. It is easy to bring water down by gravitation or pump it up-hill, and simply let it run away, but the question of drainage is much more difficult. We have to go very carefully into the investigation of the drainage of the Trivandrum town especially in the lower parts of the town, where the country is flat and it is difficult to get any sort of gradient for the flow of water. At present the investigation of the drainage scheme has just started, and an officer has been appointed to see to the preliminary investigations. Mr. Narayana Pillai rather criticised the qualifications of this officer. I may say that he has had some experience of drainage works. He has been to England for 9 months and he has undergone training there. He has become acquainted with several schemes of drainage or sewerage and housing including pumping plants. He had also the chance to supervise the construction of the Trafford Park Main Drainage Scheme costing £40,000.

He has also attended a special course of lectures in the Manchester College of Technology in Sanitary Engineering. He has been made a

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[Mr. L. H. Jacob.]

member of the Institute of Municipal and Country Engineers, London, and under their auspices has visited a number of Sewerage works in progress all over England, and he has also passed the Associate Membership Examination of the Institute of Civil Engineers, and will shortly become one of its members, which is the hall mark of an Engineer in England. A man who has that qualification is certainly considered competent to carry out works of this nature. Added to this he has had some experience in the department. There are other officers who no doubt are equally good but realising that this is an important matter Government are carefully considering what best to do in regard to the actual taking up of the investigation.

MR. K. P. NILAKANTA PILLAI: May I know the gentleman of whom the Chief Engineer is speaking?

MR. L. H. JACOB: He is the Personal Assistant to the Chief Engineer.

Government are seriously considering what best course to take in the matter and it is certainly considered desirable that either an officer with considerable experience in drainage and sewerage work is appointed to investigate and carry out the work or at least a competent officer in the department is appointed for the work under expert supervision.

MR. M. N. PARAMESVARAN PILLAI: Will the member be pleased to state whether the combination of the two functions of the Personal Assistant and the Drainage Engineer in one and the same Engineer causes inconvenience to the work?

MR. L. H. JACOB: It is not conducive.....

MR. M. N. PARAMESVARAN PILLAI: Does it not interfere with the legitimate duties as Drainage Engineer?

MR. L. H. JACOB: It is better to put an officer in direct charge of the work and therefore it is under consideration of the Government as to who is the best to be put in charge of the work.

MR. K. P. NILAKANTA PILLAI: May I know from the member whether the Personal Assistant is put in independent charge of the Trivandrum Drainage work?

MR. L. H. JACOB: It is not definitely settled. It is under consideration.

MR. K. P. NILAKANTA PILLAI: May I know the qualifications that this gentleman has acquired during a period of 9 months that he has been in England?

MR. L. H. JACOB: He was trained first in the Madras Engineering College; took his B. E. Degree and afterwards proceeded to Europe and got training under an eminent Engineer in England who had various drainage works under construction and he has passed the examination conducted by the Institute of Civil Engineers.

MR. K. P. NILAKANTA PILLAI: Is he a native?

MR. L. H. JACOB: He is an Indian gentleman.

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MR. KOMILEZHATHU SANKARAN: May I know from the member whether he has to speak anything against the qualifications of Mr. K. C. Thomas against his appointment as Drainage Engineer?

MR. L. H. JACOB: I have nothing to say against the qualifications of Mr. Thomas, but Mr. Thomas has no more experience in Drainage than anybody else and he has to learn a good deal about it. Any Engineer with his qualifications will still require to gain some experience. Academical qualifications are not necessarily the only criterion.

MR. KOMILEZHATHU SANKARAN: May I know from the member whether he is not aware of the fact that Mr. K. C. Thomas who possesses sufficient qualifications could be appointed as the Drainage Engineer?

PRESIDENT: The Chief Engineer has said that the matter has not been decided as yet and is still under the consideration of the Government. I think therefore the question with regard to the qualifications need not be discussed.

MR. M. GOVINDAN: May I know from the member the method followed in determining the degree of urgency of the various works sanctioned by Government and the order of arranging such works?

MR. L. H. JACOB: I will come to that later on.

MR. M. N. PARAMESVARAN PILLAI: Will the member be pleased to state whether cementing of roads has been undertaken in Bombay, Calcutta and Colombo?

MR. L. H. JACOB: I will come to that later on.

Referring to the second point raised by Mr. Kallur Narayana Pillai, complaining about appointments, I may inform the House that the Personal Assistant to the Chief Engineer has no powers at all in making appointments. All appointments and promotions are made by the Chief Engineer. The office has only to put up notes with regard to the claims of the various candidates. I have been looking through the recommendations lately made by Mr. Westerdale and I must confess that as far as I can see there is nothing wrong there, all being very fairly made. The claims of some Executive Officers are being overlooked and if I had anything personally to do in the matter, I am sure, I would also overlook them, as I have, from experience, known what their work was. Therefore, I do not think there is anything to complain of in that direction. Mr. Westerdale made recommendations which are still to be sanctioned by Government and I think these recommendations are very fair.

Coming to the question of surrenders and lapses of grants and works not taken up, several members have raised this point and I am sorry to have to admit that there have been surrenders and lapses in previous years. These are chiefly due to surrenders on capital works, and they do not affect the question of roads and communications. There was delay in getting contracts relating to Water-works settled, and there were some surrenders in 1105. In 1106 and 1107 there

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were surrenders consequent on the orders of Government to meet the heavy financial crisis and also to find funds for certain urgent matters. However in 1106 out of the surrender made, Government spared a sum of Rs. 1,29,308 to meet the cost of flood damages. In 1107 a sum of Rs. 1,93,000 was spared for repairing flood damages. Last year I do not think the surrender has been very bad. The surrenders are not due to the fault of the department but it has often been due to the delay in the acquisition of land.

MR. KATTIYATTU SIVARAMA PANICKAR: May I know from the member whether plans and estimates are made only after the budget allotment is sanctioned?

MR. L. H. JACOB: In a few cases that may be so. But the policy in future is only to provide those works for which we have got definite estimates sanctioned and that which Government intend to carry out completely. Some provision may also be made for other works when we know more or less what their costs would be.

MR. KATTIYATTU SIVARAMA PANICKAR: Will the Chief Engineer also see that tenders are called for as soon as the budget grants are sanctioned?

MR. L. H. JACOB: There have been delay in certain Divisions not due to the delay in calling tenders but due perhaps to some estimates not being sanctioned quickly. I may assure the house that I shall do my best to avoid this as far as possible.

Steps will be taken every quarter to scrutinise the average expenditure and if in a division any work is seen lingering enquiry will be made as to the reason for the delay. Grants in former times were put in the budget on the insistence of the members of the Council. But when we came to the estimate we found that the works were more costly and therefore Government had to be addressed again for the carrying out of those works and owing to the financial stringency those works had necessarily to lie over. But the grants are not altogether surrendered, perhaps they may be utilised for other works.

Mr. K.P. Nilakanta Pillai raised the question of the reduction of the allotment. He said if the allotment is reduced we can very well reduce the staff. It seems to me that it is not practicable. The State is divided into 5 Divisions with Sub-Divisions and Sections and each Section Officer and Sub-Division Officer has particular duties to attend to especially in looking after roads and it is hardly possible to cut down the staff.

MR. M. N. PARAMESVARAN PILLAI: Will the member be pleased to state whether larger amounts are spent for the up-keep of P. W. D. Campsheds than the amount spent for irrigation?

MR. L. H. JACOB: No. Large amounts are not spent for the up-keep of campsheds.

Sir, the first reorganisation of the P. W. D. establishment on a large scale was made in 1087 during the time of Sir P. Rajagopalachari.

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Out of a grant of Rs. 25,09,743, the expenditure on establishment was Rs. 3,85,638 which worked out to 15·36 percent. In 1109 out of a grant of Rs. 32,73,400 the establishment charges are Rs. 5,14,734 which comes to percentage of 15·73. The establishment charge has come down when compared to the increase in the total grant. The net increase on the establishment charges amounts to Rs. 1,29,096, over those of 1087. This is due to the revision of pay in the subordinate establishment from Sub-Engineers downwards and not due to the increase in staff. From the statement I have, it will be seen that the total strength of the staff remains the same. In 1087 the strength was 489 and now it is 493.

The strength of the higher executive posts has decreased. We have only now 81 Supervisors as against 106 in those days. In 1087, we had one Chief Engineer, one Deputy Chief Engineer, nine Executive Engineers, fifteen Assistant Engineers, three Sub-Engineers, fifty-four Supervisors, and overseers and twenty-three lower subordinates, thus making a total of 106 officers. Now we have one Chief Engineer 7 Executive Engineers, 8 Assistant Engineers, 5 Sub-Engineers, 45 Supervisors, and 13 lower subordinates.

MR K. P. NILAKANTA PILLAI: Is not the work of the Executive Engineers reduced on account of most of the departmental works being done on contract system ?

MR. L. H. JACOB: I don't agree. There is a great deal of office work and supervision work.

MR. KOMILEZHATHU SANKARAN: May I know whether, there is any Ezhava drawing a salary of Rs. 100 and above in his department ?

MR. L. H. JACOB: I am not aware.

Whenever vacancies arise, they are appointed.

With this reduced staff we are dealing with an expenditure of about 32¾ lakhs. I do not think, that the House will complain that we are over staffed.

Mr. Narayana Menon and some others raised the question of registration of *vallams*, and that *vallams* used for private purposes should only be registered instead of being licensed. The rules lay down that *vallams* plying for hire and which carry goods and passengers are to be licensed. The difficulty is to find out which are plying for hire and which are used by a private individual. However, I will issue necessary orders to the Executive Engineer, Kottayam, to distinguish between the *vallams* referred to above as far as possible.

ME. KATTIYATTU SIVARAMA PANICKAR: Is it not a fact that the country boats were registered last year in Karunagapalli only in the month of Vrischikam ?

MR. L. H. JACOB: There was an extension of time granted by Government in regard to registration of *vallams*.

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MR. KATTIYATTU SIVARAMA PANICKAR: Are the boat-owners being pressed to have their *vallams* registered and if they do not do so they are being captured ?

MR. L. H. JACOB: They have been given concession up to the month of Tulam for the purpose of registration and necessary orders have been issued already,

Then some members were saying that contract works should be given to Co-operative Societies. So far as I am aware, almost all contracts are given to local people and in the case of maintenance of village roads, if people in the locality are willing to take up such works, that work is entrusted to them. If Co-operative Societies, provided they will carry out the work properly, come forward, I am prepared to consider their case also.

Regarding local needs I am doing and I am prepared to do what best I can with the funds available at my disposal. In places such as Kartikapalli, Shertallai and such sandy places, lands have to be acquired for raising the surface of roads and if people come forward with necessary lands, the department will give them necessary assistance. Government would also do all they can. It is a very expensive matter for Government to acquire these lands for raising the roads so as to have proper drainage, and gravelling the roads will be attended to by the department.

There is also a Road Development Fund. Special improvements to the main roads will be attended to from this fund.

MR. M. N. PARAMESVARAN PILLAI; May I know whether construction of cement roads are taken up in cities like Bombay and Madras ?

MR. L. H. JACOB: Yes.

MR. M. N. PARAMESVARAN PILLAI; May I know how many miles of such roads are being carried out ?

Mr. L. H. JACOB: I cannot say. Cement concrete roads have been taken up in Cawnpore, Delhi, Lucknow and other places and the reports are that these roads are proving very useful in withstanding the heaviest cart traffic.

MR. M. N. PARAMESVARAN PILLAI: May I know where from the cements are purchased ?

MR. L. H. JACOB: Both Indian and English, according to prices, are used.

MR. KOMILEZHATHU SANKARAN: May I know what is the actual cost for making one mile of reinforced concrete road?

MR. L. H. JACOB: A good deal depends on the price of the metal and the distance over which sand and cement have to be conveyed. It will cost between 35 to 40 thousand rupees.

MR. M. GOVINDAN: May I know the method followed by the department in determining the degree of urgency of each work.

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MR. L. H. JACOB: There is no definite policy followed. It is left to our judgment.

MR. M. GOVINDAN: Could not the local member be taken into the confidence, say, either a member of this House or a member of the Assembly, or both, be taken into confidence, in determining the degree of urgency of each work?

MR. L. H. JACOB: If the member comes and explains to me the urgency of any particular road, I shall certainly give him every consideration.

MR. A. N. VISVANATHA PILLAI (*Quilon* cum *Karunagappalli*): മോട്ടാറിന്റെ ഗതാഗതം കൊണ്ടു റോഡ് എളുപ്പം ചീത്തയാകുന്നതിനാൽ മോട്ടാർ ഉടമസ്ഥന്മാരിൽ നിന്നും കൂടുതൽ നികുതി ഈടാക്കരുതോ?

MR. L. H. JACOB: People who use roads often will pay more tolls and thereby we can realise more revenue from them.

MR. A. N. VISVANATHA PILLAI: ടോളുകളല്ലാതെ ലൈസൻസ് ഫീസ് മുമ്മത്തിയോ മറ്റേതെങ്കിലും തരത്തിലോ നികുതി ഈടാക്കരുതോ?

MR. L. H. JACOB: I cannot answer that question.

MR. KALLUR NARAYANA PILLAI: ഈ വശത്തുള്ള മെമ്പർമാരെല്ലാം എന്റെ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നതായി കാണുന്നസ്ഥിതിക്കു ഈ മുഴുവൻ ധനാഭ്യർത്ഥനത്തെയും ഞാൻ എതിർക്കുകയാണു ചെയ്യുന്നതു്. അതിനാൽ എന്റെ ഉപക്ഷേപം വോട്ടിനിടണമെന്നു അപേക്ഷിക്കുന്നു.

PRESIDENT: The motion before the House is to omit the total allotment of Rs. 34,54,850 under Demand X—Public Works Department.

Before proceeding to vote, I hope, the members will realise the serious nature of step contemplated to omit the total allotment. The demand has already been voted by the Lower House and no grave question of policy or principle was raised in the course of the debate in this house. Second Chambers are ordinarily intended to be a check and curb on the varies, if any, of the Lower House. I think it was Mr. Sivarama Panickar who expressed reasonably the other day that this House has to take long and sane views. I think I am right in saying that in most other countries the Upper House has no power of voting on supplies. It follows therefore that the power of this House to refuse a demand or to omit the total allotment must be exercised very sparingly and only in times of great crisis. The question is whether an occasion of such grave importance has now arisen. I think the members will consider this aspect and then vote on the motion.

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MR. KALLUR NARAYANA PILLAI: In that case, I beg leave to withdraw the motion.

PRESIDENT: Is it the pleasure of the House that the motion be withdrawn?

The motion was, by leave, withdrawn.

PRESIDENT: I put it that Demand X—Public Works Department—for Rs. 34,54,850, be passed.

The grant was made.

DEMAND XI—PUBLIC WORKS—ELECTRICAL DEPARTMENT.

MR. K. P. PADMANABHA MENON: I rise to move for a grant not exceeding Rs. 14,82,717 under Demand XI—Public Works —Electrical Department.

PRESIDENT: Anybody to speak on this demand?

MR. KOCHIKAL P. BALAKRISHNAN TAMPI: I want merely to point out to Government that Travancore is a huge territory extending from Cape Comorin right up to Parur and that Travancore is much bigger than Trivandrum. People who live outside Trivandrum do not of course grudge the added amenities of life in Trivandrum. But it is very hard that monies are lavishly spent on Trivandrum and its suburbs much to the detriment of the poor people in the other parts of Travancore. At the same time, I do not forget the fact that a larger area would be considerably helped by the opening of the new Pallivasal Scheme. I only emphasise the point that as far as Trivandrum, Quilon and other municipal areas are concerned, Government must stop the policy of catering to their needs and it is the duty of the Government to insist the municipalities to provide for their amenities. Of course, there is some justification for greater concession being shown to the Capital. But it must be within certain decent limits. It must not be said that the State existed merely for the Capital. The reputation of Travancore outside is not judged by the number of electric bulbs, but by more consequential matters, by representative institutions and all that, about which we will have occasion to talk later on, in this House. But I do not oppose the demand.

PRESIDENT: I put it that Demand XI—Public Works—Electrical Department for—Rs. 14,82,717 be passed.

The grant was made.

DEMAND XII—ADMINISTRATION OF JUSTICE.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): Sir, I rise to move for a grant not exceeding Rs. 10,49,355, under Demand XII—Administration of Justice.

MR. KOCHIKAL P. BALAKRISHNAN TAMPI: I rise to oppose the whole demand, first to point out the inadequacy of the present reforms.....

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